

layout approaches including measures such as construction of temporary noise barriers, placing construction equipment farther from noise-sensitive receptors, and constructing walled enclosures/sheds around especially noisy activities such as pavement breaking; 5) sequencing operations to combine especially noisy operations to occur in the same time period; 6) alternative construction methods, using special low noise emission level equipment, and selecting and specifying quieter demolition or deconstruction methods; and 7) a construction phasing plan coordinated with patient moves to avoid impacts to patients. Compliance with the Occupational Safety and Health Administration (OSHA) standards for occupational noise exposure associated with construction (29 CFR 1926.52) would address the construction workers hearing protection.

*Potential Measures to Address Traffic Impacts from NNMC Actions.* The Navy has identified potential traffic improvements for the 2011 implementation of the alternatives. These measures are both external and internal to NNMC. As discussed below, potential funding sources for these improvements measures vary.

### *Potential External Roadway and Intersection*

*Improvements.* Potential improvement measures were identified and evaluated for those intersections external to NNMC that would operate above the intersection capacity. These improvement measures would remedy impacts from additional traffic caused by the BRAC alternatives. Each of these potential improvements is under the jurisdiction of the State of Maryland and would require funding and implementation through the appropriate State of Maryland Transportation Organizations. The Navy has coordinated the traffic analysis and these potential improvements with the State and local transportation agencies. The Navy remains committed to cooperate to the maximum extent allowed by law with these agencies in the implementation of any or all of the proposed improvement measures.

*Recommended Internal Improvements for NNMC.* The EIS also identifies potential internal traffic improvement measures for the 2011 implementation of the alternatives. These improvements are within the purview of the Navy for implementation. The Navy has programmed funding for recommended improvements at all gates that would be expected to speed vehicle access and egress, improve

circulation, and reduce queuing at the gate. A safety and security analysis is being conducted by DOD at the NNMCGates to improve security and safety and reduce queuing on and off installation. This analysis includes potential improvements or queuing mitigation measures at all of the access gates, to include: North Wood Road Gate, South Wood Road Gate, Gunnell Road Gate, Grier Road Gate, and University Road Gate (USUHS' Gate).

Other projects include: 1) widen and improve Perimeter Road on NNMCG; 2) conduct a study at the NIH Commercial Vehicle Inspection Station on Rockville Pike to determine if a traffic signal is warranted and suitable for submission of a request to state and local transportation authorities for funding and implementation; and 3) improve the intersection of Brown Road/Palmer Road North.

*Potential External Improvements For NNMCG Access.*

Several potential improvements external to NNMCG that could directly enhance access to NNMCG are also being evaluated and the Navy is submitting a request for Defense Access Road (DAR) certification for those that are recommended for implementation. These are further discussed below.

The Navy is evaluating potential improvements at each NNMC gate, to include potential improvements to reduce queuing off installation. The evaluation off installation includes potential improvements at the gate access intersection of Rockville Pike and North Wood Road. The Navy has submitted a request for DAR certification for the following projects:

1. Install new left turn lane along northbound Rockville Pike at North Wood Road Gate and add storage in the left turn lane along southbound Rockville Pike at North Wood Road Gate, and provide a signal at this intersection. This improvement measure would be intended to move turning traffic out of the travel through lanes on Rockville Pike, minimize base traffic from backing up onto local roadways and blocking through traffic, and address incoming employees resulting from the BRAC action without degrading the quality of nearby intersections;

2. Install a bank of elevators on the east side of Rockville Pike to provide direct pedestrian access from NNMC to the Medical Center Metro Station. This project

would enhance public safety, by reducing the pedestrian-vehicle conflicts that result from crossing Rockville Pike and would also improve the South Wood Road and Rockville Pike intersection. This project would require close cooperation with the Washington Metropolitan Area Transportation Agency (WMATA).

For each project that is certified by the DAR program, the Navy commits to seek funding from DoD. Execution will be subject to availability of funding through the DoD budget process.

*Additional Potential Measures.* In addition to the measures listed above, other measures within the Navy's purview include the Navy's decision to update the existing NNMC Transportation Management Plan (TMP) in conjunction with a master plan update. The goals of the existing 1997 TMP are to reduce traffic congestion, conserve energy, and improve air quality by seeking to reduce the number of employee Single Occupant Vehicle (SOV) trips in the workday commute, to better utilize existing parking spaces, and to maximize the use of alternative transportation options. The existing TMP is currently implemented at NNMC and the

Navy remains committed to promoting the use of mass transit for its employees and will continue to promote alternatives to single occupant vehicle commuting. Current TMP strategies in use at NNMC include: 1) shuttle services, 2) Mass Transportation Fringe Benefit (MTFB) Program, 3) parking measures, and 4) TRANSHARE - a NNMC clean-air program that sets goals to increase the percentage of employees using commuting options other than single-occupant vehicles.

It is the Navy's intent that the update to the TMP will reflect the changes that have taken place in the intervening years. It will include recommendations for such physical or operational changes as telecommuting, transit subsidies, shuttle bus services, pedestrian improvements, and bicyclist improvements. A transportation coordinator has been added to the NNMC staff to facilitate implementation of TMP strategies.

*Cultural Resources Measures.* The Navy is pursuing formal Section 106 consultation to resolve all adverse effects to historic properties. As stipulated in MD SHPO concurrence on the Navy's determination of no adverse